

CITY OF NORMAN, OKLAHOMA

**CITY COUNCIL COMMUNITY PLANNING AND
TRANSPORTATION COMMITTEE AGENDA**

**Municipal Building Conference Room
201 West Gray**

Thursday, October 22, 2015

4:00 P.M.

- 1. CLEVELAND AREA RAPID TRANSIT (CART) RIDERSHIP
REPORT INCLUDING SAFERIDE AND EXTENDED SERVICE FOR
THE MONTH OF SEPTEMBER, 2015.**
- 2. FOLLOW-UP ON THE PROPOSAL FROM THE GREENBELT
COMMISSION TO DEVELOP THE CITY OF NORMAN
GREENBELT TRAIL SYSTEM.**
- 3. MISCELLANEOUS PUBLIC COMMENTS.**

Expenses 2015 CONFERENCE TOTAL (includes)



July 2015 - Sept. 2015 (Tour-As-Usual FY15) CONFERENCE Total (includes)



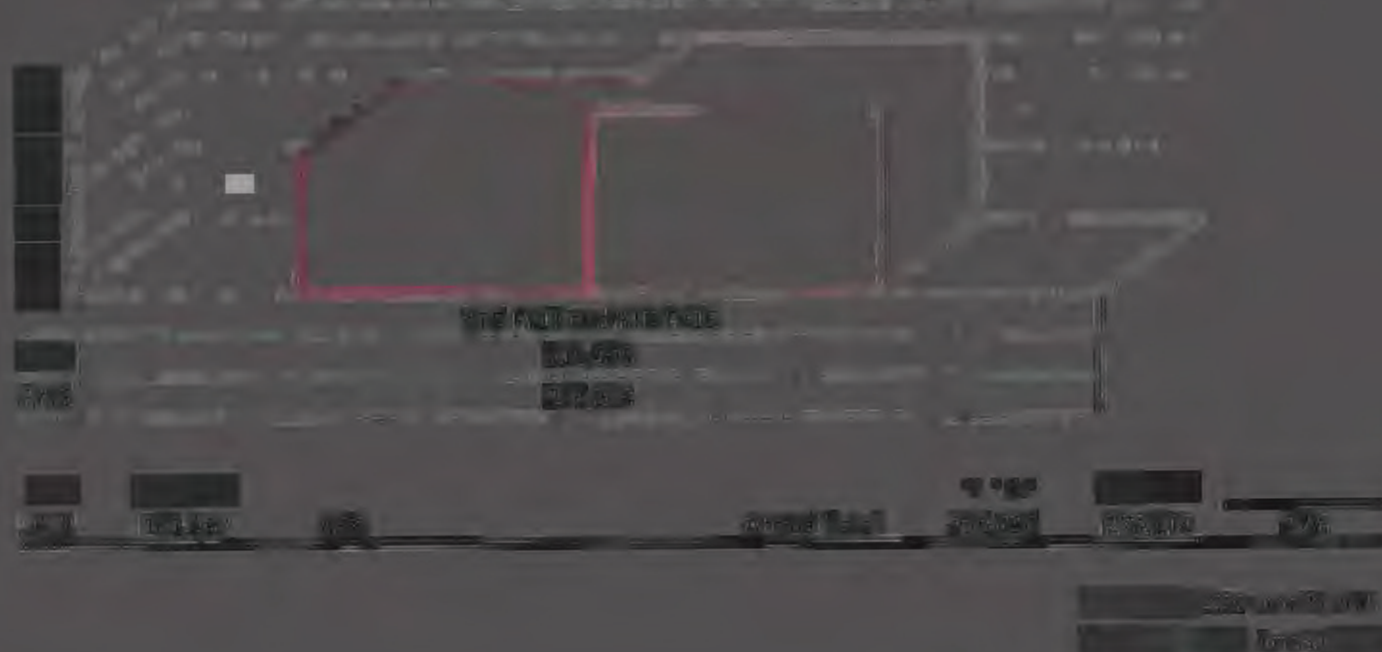
Region	Expenses 2015	Expenses 2015	Expenses 2015	Expenses 2015	Expenses 2015
West	100%	100%	100%	100%	100%

September 2012 CANT Head-Count Total Membership



July 2012 - Sept. 2012 (New-to-Rate PVI)

CANT Head-Count Total Membership



Community Planning & Transportation Committee

CART Monthly Report, September 2015

CART – Ridership Report Summary

- CART transported 161,337 in September – a daily average of 7,498. September's ridership is up 43% from the same month last year – an increase of 2,379 riders per day. This increase is the result of added service on Main Street and Alameda/E. Norman, a route change on the Research Route 42 that started last October, the new Campus Corner route, new park & ride lots at Sooner Mall and Bethel Baptist Church, and encouragement to use LNC park & ride lot at Lloyd Noble Center.
- Year to date ridership (July – September) is 274,614 – an increase of 27% from the same period last year.
- Ridership is up on all routes with the exception of Campus Loop and Apartment Loop.
- For the one-week manual count in September, there were 402 riders who traveled with bicycles (0.8%) and 98 with wheelchairs (0.2%). Lindsey East carried the most passengers with bicycles (158) and Main carried the most with wheelchairs (45).

CARTaccess – Ridership Report Summary

- CART transported 2,832 CARTaccess riders in September -- an average of 123 riders daily.
- For FY16 year to date, CARTaccess ridership is down 6%.
- CART continues to encourage CARTaccess riders who are able to ride free on CART fixed route.

Planning

- CART is working with the OU Student Government Associations on a Transportation Survey that will be distributed to all OU student, staff and faculty. This survey will be released in November.
- CART is also preparing an on-board Transit Survey for all CART routes. This survey will be distributed to riders starting the last week of October.

Marketing/Outreach

- Full-page ad, story and system map ran in The Oklahoman's My Norman section on Sept. 23.
- We have a new branding logo on our route schedules and buses (one bus at a time).
- Giveaways at the LNC continued in September and ads ran in the OU Daily.
- Student government surveyed students about a bike sharing program, and 95 percent of students support it.
- CART has a new app. Search "CART Norman" on Apple or Android. More than 1,000 people have downloaded it so far.
- Highlighted Late-Night Flex in student newspaper ad.
- Presentation to new students enrolling in Center for English as a Second Language about CART service.

Bus Stop Improvements

- New bench at Main & Park bus stop has been installed. The stop has also been moved west of Park.
- CART has begun to install Bus Stoppers and is evaluating lighting at bus stops.

New CDL Training Program

- CART's new Training Supervisor will meet with Ohio State University Student Driver Training Coordinator to learn more about their training program as CART develops its new CART student driver training program.



office memorandum

Date: October 16, 2015

To: Chair and Committee Members, Community Planning and Transportation Committee

From: Susan Connors, AICP, Director of Planning and Community Development Department

Subject: Greenbelt Priority Trails Proposal

The Greenbelt Commission (GBC) presented a concept for a Greenbelt Priority Trail System at the Community Planning and Transportation Committee meeting on June 25, 2015. A very productive discussion and comments were shared at that meeting and the GBC was asked to develop a map and criteria for priority trails for review by the Committee prior to going to the City Council. It was discussed that this new information would be added as an addendum to the Greenways and Parks Master Plans. Mark Nanny, Chair of the Greenbelt Commission, will be presenting the requested information at the Community Planning and Transportation Committee's October 22, 2015 meeting.

On July 28, 2015, the GBC met with the Public Works, Utilities, Parks and Planning Department's staff and further developed the proposal. This included evaluating the feasibility of the concepts and potential integration with active/upcoming capital improvements projects. Changes were made as a result. For example, the realignment of the Little River Trail crossing of Interstate 35 was changed from a direct crossing to instead coincide with roads and bridges which are more likely to incorporate trails, and this actually evolved into an additional looped trail utilizing two existing bridges which cross I-35 at Tecumseh Road and Indian Hills Road.

The Greenbelt Commission unanimously voted to send the attached proposal for developing three trails to the Community Planning and Transportation Committee, which they determined to be essential to the foundation for a more extensive system throughout urban and rural Norman. The GBC wishes to emphasize the following points about the proposal:

1. The proposal will have positive benefits for Norman with respect to quality of life, families and attracting more people to Norman, which is also important for business.
2. Repeatedly in surveys, Normanites have requested more opportunities for walking and biking.
3. The proposal is conceptual with stated visions of trail alignments and is meant to provide guidance but not supersede the design process as specific parcels, easements and rights-of-way are acquired. Public-private partnerships will be necessary to achieve buildout.
4. This will serve as the foundation or backbone for future connections of trails throughout the community. These priority trails allow for multiple trail loops in the community and they integrate with existing trails and projects.

**Proposal for Developing the
City of Norman's Greenbelt Trail System**

Prepared by the Greenbelt Commission

For the Community Planning and Transportation Committee

City of Norman, Oklahoma

October 22, 2015

Purpose: To provide a conceptual plan for three essential Greenbelt trails for development that will establish the foundation for a more extensive system of trails through urban and rural Norman. The Greenbelt trail system will connect and provide access to “green” areas such as parks, greenways, natural features and rural areas from points of interest such as schools, shopping and residential areas. This effort will encourage non-motorized travel while providing extensive year-round opportunities for Normanites to interact with nature and the outdoors. These proposed trails integrate with the bicycle and pedestrian plan in the adopted Transportation Plan (2014), current transportation bond projects, and ODOT Transportation projects (e.g. Highway 9 renovations).

Overview of proposal: Three trails are proposed, that when completed, will form a loop around urban Norman and connect to the west shoreline of Lake Thunderbird. In addition, the trails will allow pedestrian travel from central, downtown Norman to Lake Thunderbird, as well as travel southward from central Norman to the southeast quadrant of Norman, south of Highway 9, where there are new and growing neighborhoods. Each trail has a unique theme relating to either Norman’s history, flora and fauna, or its watersheds and aquatic ecosystems, with interactive educational/informational kiosks, plaques and art work highlighting distinctive ecological and historical/cultural features.

The Little River Trail starts at Ruby Grant Park, and extends eastward along the Little River all the way to the west coast of Lake Thunderbird. At Lake Thunderbird, it travels southward along the west shoreline until it connects with the Scissortail Trail at the Alameda Bridge. The theme of the Little River Trail emphasizes aquatic ecosystems, the role of rivers and creeks in central Oklahoma, the importance of the preservation and conservation of watersheds and stream beds, and the need to protect our water resources.

The Scissortail Trail travels along east Highway 9 from SE Norman to the Dave Blue Creek, where it then follows northeast along the Dave Blue Creek towards the west coast of Lake Thunderbird. At Lake Thunderbird, it will go northward along the west shore until it connects with the Little River Trail at the Alameda Bridge. The theme of the Scissortail Trail will focus on the flora and fauna of central Oklahoma, highlighting seasonal wildflowers, wildlife and bird identification and their behaviors and habitats, and the unique ecological features of meadows, creek beds, and forested areas of central Oklahoma.

The South Legacy Trail connects with the current Legacy Trail at its southern terminus just SE of downtown Norman, and continue southward, linking Brandt Park (i.e., OU Duck Pond), apartments and high-density developments along Classen Boulevard with south OU campus and on into the far southeast area of Norman, south of Highway 9. This trail will also connect with the Scissortail Trail, thereby connecting south central and south east Norman with trails to Lake Thunderbird. The South Legacy Trail will continue to highlight the history of Norman and central Oklahoma, paying particular attention to the historical and cultural contributions of under-represented groups.

The Little River Trail

The Little River Trail starts at Ruby Grant Park with two paths, one going north and the other going south. The north path travels north along 36th NW to Indian Hills Road, where it turns east, following Indian Hills Road over I-35 until it reaches the Little River. At the Little River, this trail continues southward along the western side of the Little River, crossing Franklin Road about halfway between 24th NW and 12th NW.

The south path from Ruby Grant Park travels south to Tecumseh Road, and then follows Tecumseh Road east, crossing I-35 and the railroad tracks. East of the railroad tracks, this trail turns northward to reach the Little River, where it connects with the north path of the Little River Trail just west of 12th NW Avenue. Combined, the north and south paths create a loop trail in NW Norman integrating Ruby Grant Park and the Little River.

At the junction of the north and south paths, the Little River Trail continues eastward in the Little River floodplain along the south side of the Little River until reaching 12th NE Avenue. The trail will remain along the south side of the Little River to avoid requiring pedestrian bridges.

At 12th NE Avenue, the trail follows along Franklin Road until 36th NE Avenue, where it will crossover to the north side of Franklin Road in order to continue eastward in the Little River floodplain along the south side of the Little River.

At points east from 36th NE Avenue to past 60th NE Avenue the trail travels along the Little River floodplain. Upon reaching East Westminster Road, the trail continues on Lake Thunderbird State Park property until reaching the bridge at Alameda. There is a park area at this terminus, and also, this is the connecting point for The Scissortail Trail.

Trail head facilities (parking and restrooms) are available at Ruby Grant Park and the Lake Thunderbird State Park facilities at the west side of the bridge of Alameda. Additional trail entry points for the Little River Trail are available along Franklin Road between 12th NE Avenue to 72nd NE Avenue. The Franklin Road entry points include informative signage and parking.

A connection between the Little River Trail and the George M. Sutton Wilderness Park, Griffin Community Park, High Meadows Park, Northeast Lions Park and Creighton Park is provided by a trail starting at the intersection of 12th NE Avenue and High Meadows Drive. This trail follows High Meadows Drive eastward, turning north at Northcliff Avenue and then east on Abe Martin Drive, and continuing on Creighton Drive (Abe Martin Drive and Creighton Drive are connected by a pedestrian path), until it reaches 24th NE Avenue. At 24th NE Avenue the trail follows north along 24th NE Avenue, using the sidewalk until reaching just north of East Tecumseh Road, where the trail meanders northeast along the creek bed until reaching the Little River. Additionally, at Creighton Drive and 24th NE, the trail will go south to Robinson in order to connect with the

Transportation Bond Project along 24th NE between East Robinson and East Lindsey. Connecting with this Transportation Bond Project provides a north-south urban trail corridor in east Norman connecting the Little River Trail with the Scissortail Trail.

Griffin Community Park contains a trail head for the Little River Trail and the South Legacy Trail, thus Griffin Park serves as a connection between these two trails. Linking these two trails at Griffin Community Park provides a connection between the Little River and downtown Norman.

The Scissortail Trail

The Scissortail Trail begins at the intersection of Highway 9 and 24th SE Avenue and travels eastward along Highway 9 using the pedestrian/bicycle pathway being built as part of the ODOT upgrade of Highway 9. The Scissortail trail continues along Highway 9 until reaching 72nd SE Avenue where it turns north along 72nd Avenue for approximately ½ mile to where the Dave Blue Creek crosses 72nd Avenue. Where the Dave Blue Creek crosses 72nd Avenue, the trail follows northeast along the north side of Dave Blue Creek floodplain until reaching Lake Thunderbird State Park property. There the trail turns northward, following the western shoreline until reaching the Alameda Bridge. At this point, there is a park area with trail head parking and restrooms, as well as the connection to the Little River Trail.

A south spur along 36th SE Avenue from Highway 9, travels southward to about halfway between Highway 9 and East Cedar Lane Road. There the trail travels southwest along the water protection zone area, connecting the Scissortail Trail with Saxon Park and the South Legacy Trail on East Cedar Lane Road.

Trailheads for the Scissortail Trail are located at Saxton Park, the Dave Blue Creek area at Highway 9 and 72nd Avenue, and at the Alameda Bridge.

The South Legacy Trail

The South Legacy Trail is a continuation of the current Legacy Trail, extending into south-central and southeast Norman. It has a spur connecting downtown Norman with the Little River Trail at Griffin Community Park. Likewise, it connects with the Scissortail Trail at 36th SE Avenue and East Cedar Lane Road. Thus, this segment of the South Legacy Trail is a critical link between central, core Norman with the northern Little River Trail and the southern Scissortail Trail.

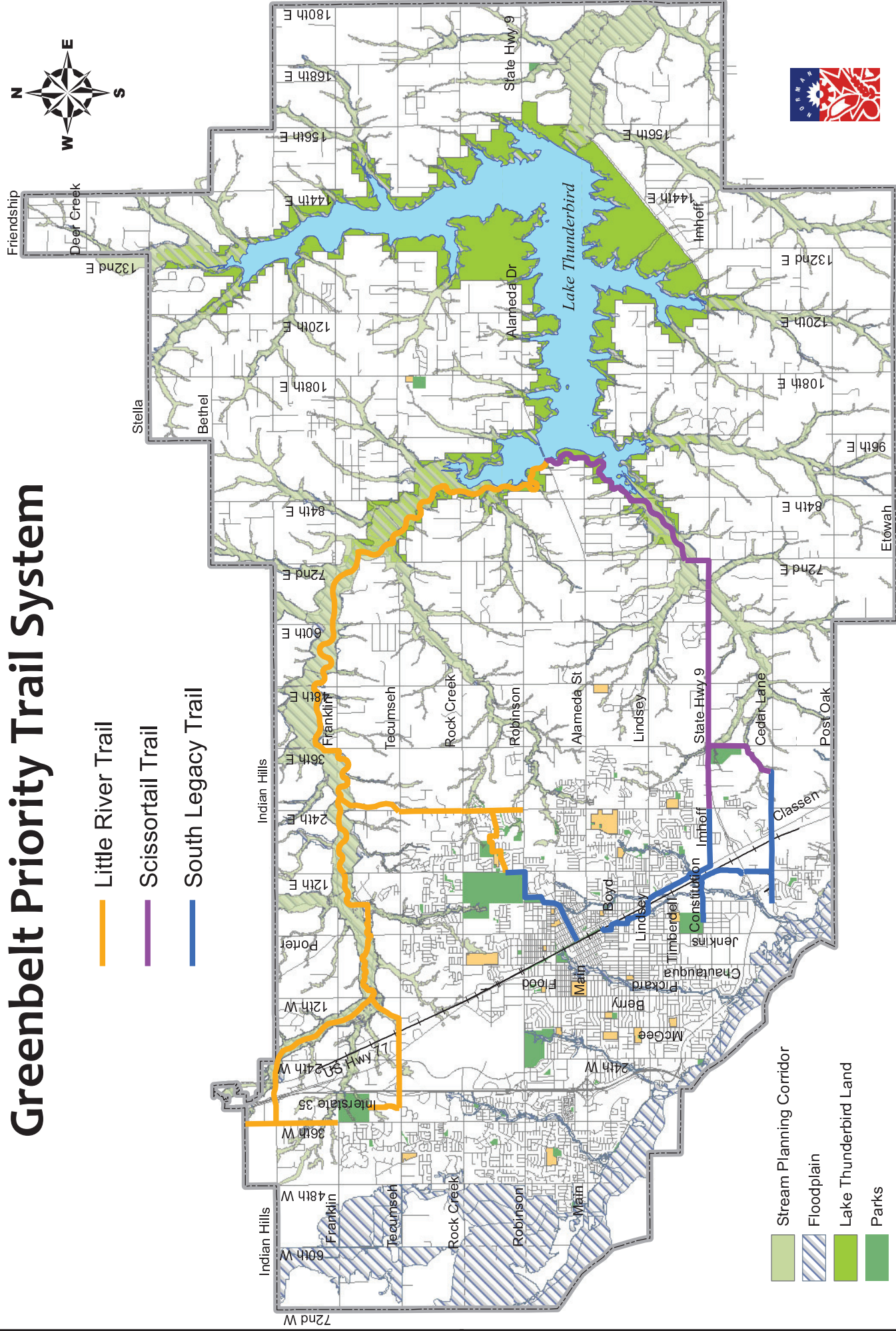
The South Legacy Trail starts at the southern terminus of the current Legacy Trail at Duffy Street. The South Legacy Trail moves south through neighborhood areas, until reaching the northern boundary of the Brandt Park (i.e., OU Duck Pond) at Brooks Street. South of the Brandt Park, the trail continues south along Classen Boulevard to Constitution Avenue, where it turns west and continues to Jenkins Avenue. This connects Reaves Park with the Legacy Trail. At the intersection of Classen Boulevard and East Imhoff Road, the trail turns east along Imhoff to connect with the Scissortail Trail at the intersection of Highway 9 and 24th SE Avenue.

The South Legacy Trail south of Highway 9 runs along East Cedar Lane Road from Truman Drive to almost 36th SE Avenue, where it connects with the Scissortail Trail.

The South Legacy Trail will also travel north from East Cedar Lane Road along 12th SE to cross Highway 9 where there is a crossing light. The trail will continue northward along 12th SE until connecting with Constitution.

A spur connecting downtown Norman to Griffin Community Park will run along East Main to the traffic circle at Main and Acres, and then travel north up North Carter Avenue. This will provide access to Frances Cate Park. The South Legacy Trail will continue eastward along the south side of East Robinson Street until reaching 12th SE Avenue, where a pedestrian crosswalk and traffic lights allows safe crossing of Robinson and thereby connecting to Griffin Community Park.

Greenbelt Priority Trail System



Map Produced by the City of Norman
Geographic Information System
The City of Norman assumes no
responsibility for errors or omissions
in the information presented.

0 2 Miles

September 18, 2015

- Stream Planning Corridor
- Floodplain
- Lake Thunderbird Land
- Parks
- Schools

Proposal for developing the City of Norman's Greenbelt Trail System

Community Planning and Transportation Committee
City of Norman, Oklahoma
October 22, 2015

Mark Nanny - Greenbelt Commission Chair & Ward 1 representative

Update:

- ▲ June 25, 2015 - GBC Priority Trail Proposal presented to CPTC
 - Recommendations for modifications
- ▲ July 28, 2015 - Met with Public Works and Parks staff
 - Input and guidance on trail development and integration with City projects
- ▲ September 21, 2015 - Greenbelt Commission review
 - Unanimous vote of approval for revised proposal

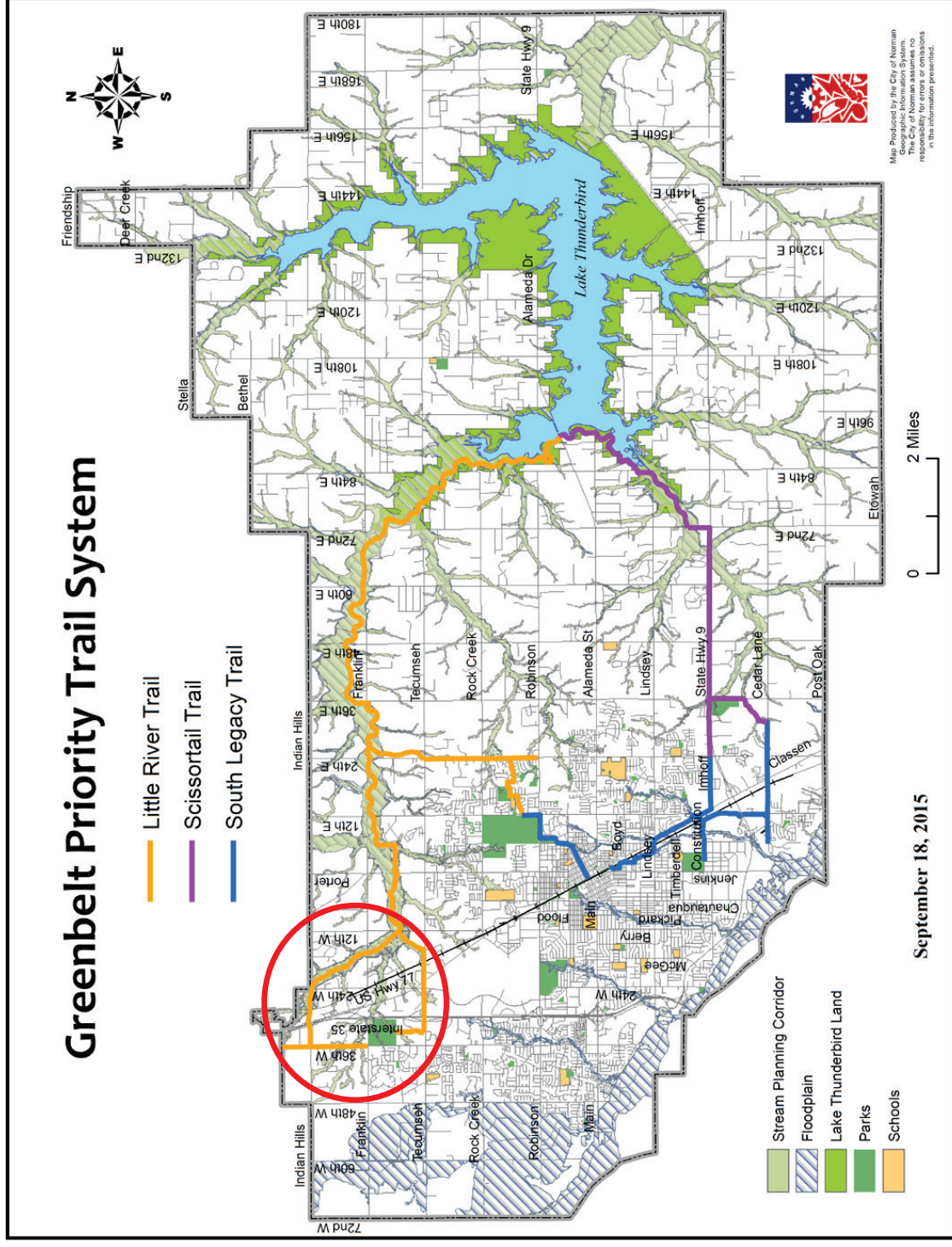
Modifications:

1. Ruby Grant -
Little River Loop

I-35 crossings at Indian
Hills and Tecumseh

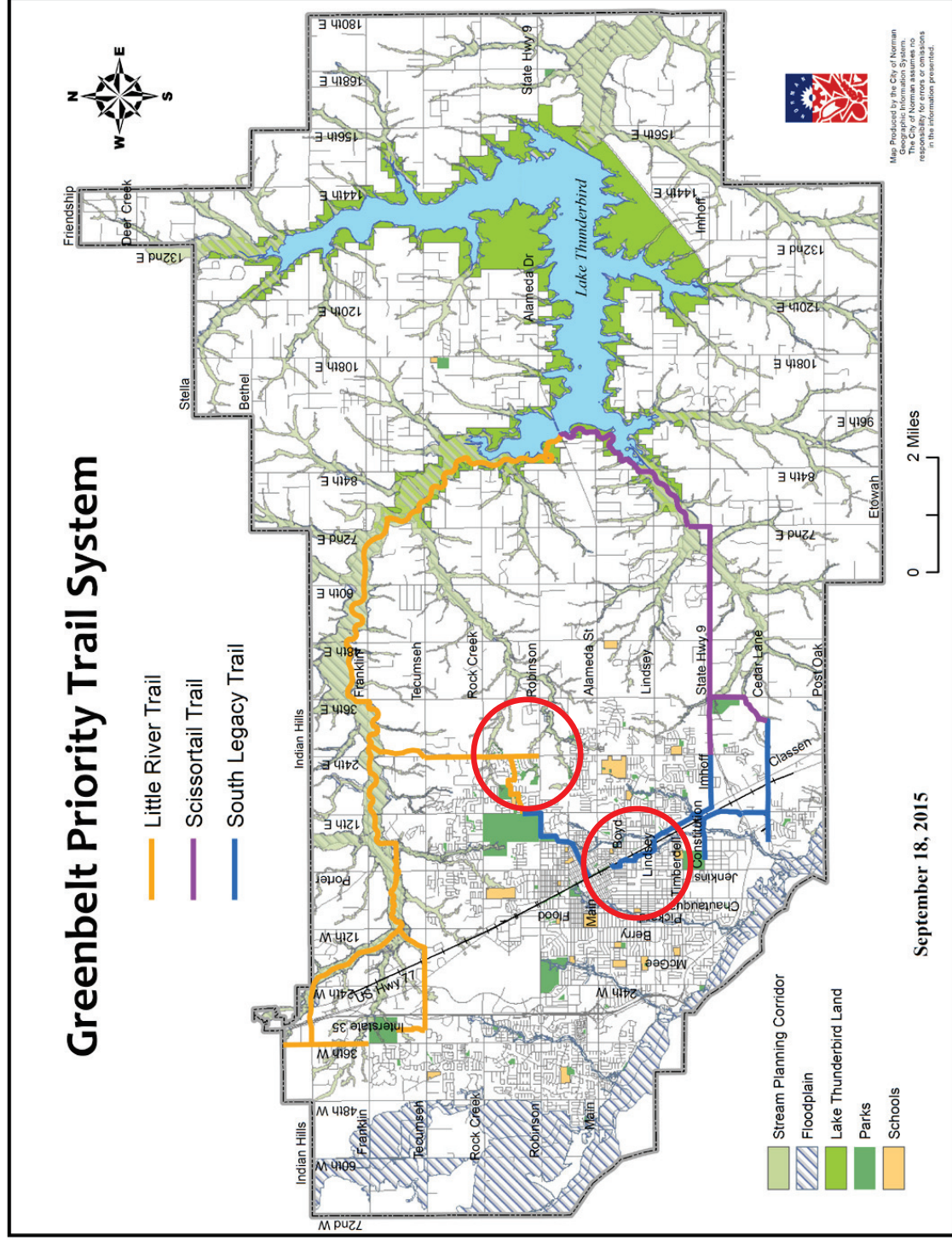
2. Moore Connection

36th NW north to
Telephone Road



Modifications:

3. 24th SE extend south to Robinson
 - Link with 24th SE Bond Project
 - Integration of east side
 - Connect Little River Trail and Scissortail Trail
4. South Legacy Trail between Duffy and Lindsey
 - No trail in railroad right of way
 - Trail through neighborhood



Modifications:

5. Removal of Trail along Cedar Lane to Jenkins

- Bishop Creek bridge is low priority

6. Scissortail Trail to 72nd SE

- North on 72nd SE to Dave Blue Creek

